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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

CONFIDENTIAL

COUNTRY Germany/Russian Zone

SUBJECT Activity at Junkers, Dessau

DATE: 25X1A6a

INFO. [redacted]

DIST. 2 December 1946

PAGES 4

SUPPLEMENT

ORIGIN 25X1A6a [redacted]

SOURCE

[redacted]

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General

1. Junkers, Dessau, is purely a research and technical development organization which furnishes finished construction documents and experimental construction items to the USSR for production there in series. Supporting this contention, informant cites:

a) The relationship between personnel of the technical designing office and the workshops is close. As of 15 September 1946, 4,500 men were employed in the construction offices.

b) Only a few urgently needed factory halls have been repaired; the remainder are still being dismantled.

c) The first finished 012 turbine was sent to Russia, allegedly to Moscow, about two months ago.

d) All drawings and construction material relating to the 004 and 012 turbines were taken to Moscow in August by Lt. Col. Olechnovich.

2. The shortage of material at Junkers is very evident, and outside factories are unable to supply any. There is some doubt whether the Russians will be able to proceed very far with the complicated JU-287, whose machinery must come from highly specialized plants. Among the factories which have been supplying material, one of the I.G. Farben installations at Bitterfeld has been dismantled and its large draw presses for plane spars and special presses for the "Holmanschluss-Stücke" have been removed, thereby increasing difficulties at Dessau.

3. There is no direct connection between Junkers, Dessau, and Siebel at Halle or BMW at Stassfurt, in the opinion of subsource. Siebel is working on a pursuit plane, of the war-time "Scholle" type, which is propelled by the "Walther-unit". BMW is engaged in developing 018 equipment, itself a development of the 003 turbine. However, it seems apparent that there is an exchange of information between the

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three establishments.

4. In regard to BMW at Stassfurt, another informant reports as of 20 September that this plant formerly utilized only its underground workshops, but is now running its surface installations as well. The number of testing blocks has been increased from three to five. Sunday and holiday work is compulsory for personnel. Employees who seek to resign are threatened with arrest.

Transfers of Units and Individuals

5. The Junkers-Flugabteilung, together with 38 German specialists, has been transferred to the USSR. On 24 September these men departed in two transport planes, accompanied by test pilot Schweiber in the JU-288. It is said that a telegram was received on 25 September stating that these persons had arrived in Moscow after a seven hour flight.

6. Ing. Heinz Hartmann, jet expert, has gone to Russia against his wishes, and after attempts had been made by Ing. Bande, Gerlach and Pöhl to retain him at Dessau. A compromise limits his Moscow duty to eight weeks, after which he is to be replaced. Hartmann's experience in tests of the Argus-Rohr made his visit to Moscow essential.

7. Flying operations are to be transferred, allegedly to Schönewalde, according to an engineer in the Argus-Rohr testing block section. This engineer has been asked to accompany the transfer, to evaluate performances, and to make revisions on the spot. Another Junkers source confirms this news.

8. On 17 September, two pursuit aircraft equipped with the Argus-Rohr development were shipped out aboard a special train. On 18 September, airfoils of the first JU-287, tested and then dismantled, were loaded on railroad cars. Schönewalde was given as the destination.

25X1A6a [redacted] Comment: A cable of 8 November 1946 stated, in connection with the deportation of German technicians from Dessau, that "Schönewalde" was the code name for this Russian action.

9. Despite the great secrecy surrounding flying, the transfer of such activity is said to have been necessary due to frequent flights of American and British planes over Dessau. This is the general opinion of Junkers personnel. Now, when a plane is stationed before its hangar and is ready to take off, it is immediately returned to the hangar if aircraft is reported over the area.

Technical Activity

10. JU-287: Three planes of this type are said to have been built; V-1, already delivered, was sent to Russia; V-2 has been reserved for load and crash tests; V-3 is still being constructed. According to source, all plans and documents concerned with these plans are said to have been secured by the Americans during the U.S. occupation.

25X1A6a [redacted] Comment: The designations V-1, V-2, etc., used here and in the following paragraphs are German abbreviations for "Versuchsflugzeug (experimental plane)"

11. JU-288: In construction; probably will be used for altitude tests of 012 equipment.

12. Jumo 004: Twenty of these units have been shipped to the USSR as spare engines. It is believed that an additional twenty are in production and being tested.

12. Jumo 224: A Diesel motor, supposedly for large transport aircraft. Its power output at take-off is 4,400 HP at 3,000 r.p.m. The maximum altitude of 9,000 meters requires 3,200 HP at 2,600 r.p.m. Gasoline consumption is under 200 gram/HP/hr. The motor has two-stage compression. Each of the four exhaust-collecting pipes is equipped with an exhaust turbo apparatus which serves as a preliminary compression device. Revolutions of the four turbines are regulated by a joint regulator. The "Endverdichtung" is effected through a blower rigidly connected to the motor. At present, sets of construction maps are being worked out and some drawings have been given to casting firms---one of them said to be located in Apolda. Construction is scheduled to be finished by 15 October and the first finished motor must be ready by 15 February 1947.

14. KM 8: Ing. Strohl is in charge of the development of this torpedo motor. The motor works in the torpedo without bubbles (blasenfrei)---i.e., it sucks in exhaust gases and receives only a supplement of oxygen. The last difficulties in regulation of the motor are now being studied and removed on the testing block. A section of the KM8 department has been transferred to Berlin-Köpenick, although its ultimate destination is believed to be Leningrad. Ing. Holler will be in charge at Köpenick.

25X1A6a [redacted] Comment: Possibly located in the GEMA building, which now houses a good many technical bureaus under the title of Berlin Institute, at Wendenschloss Strasse 15A-15B.

15. Turbine 012: The first of these was sent to Russia (cf. para 1c above); the second cracked at 9,000 revolutions during brake control tests, due to too high a rotational speed; the third is now receiving brake tests.

16. The 012 turbine has a theoretical maximum thrust of 3,000 kilograms but only 800 kg. have been achieved in tests. Anything higher than that produces overheating, as does the injection of additional fuel. The trouble appears to lie in the compression unit, which absorbs too much power, thus lessening the thrust.

17. So-called "Typenleiter" have been appointed to draw up 012 and 004 specifications for the finished sets of construction maps.

18. Argus-Rohr: Five of the new pursuit planes with Argus-Rohr propulsion have been produced. Of these, V-1 crashed with test pilot Matthes; V-2 will be used for load and crash tests; V-3 and V-4 went to the USSR with Ing. Hartmann (cf. para 5 above); V-5 is not yet finished. Some of this aircraft's details are:

a) Theoretical maximum speed of 800-850 kilometers per hour (not yet achieved in actual flying tests) to be reached at the most favorable height with a thrust of 500 kilograms.

b) Maximum flying time: 40 minutes

c) Fuel consuption is estimated at 2,000 liters per hour, based on a four hour continuous run of one Argus-Rohr with alternating load during which 8,000 liters were consumed.

d) Landing gear: None; a sled runner is used instead. The aircraft can be launched only by a catapult.

e) The unit develops a thrust of 500 kilograms, which can be regulated from 250 kg. to 500 kg. by throttle. At 250 kg. the Argus-Rohr cannot be used, as the heater (Ofen) will not function.

25X1A6a [redacted] Comment: In informant's opinion, this aircraft cannot be regarded as one with any great striking power. He refers to its limited cruising radius, the difficulties of perfecting catapulting apparatus, and present technical defects.

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Personnel

19. The Russians are still offering employment to former Junkers technicians now residing in other zones. Ing. Zindel, presently in Munich, received such an offer, but turned it down. Messrs. du Bois and von Schlippe have returned and are working in Baade's office; Frau von Schlippe has been employed for some time as a Russian interpreter in the factory.

Ing. Henschel, formerly of Junkers, has been transferred to France from the French Zone: he is working on 004 and 012 jet turbines.

20. A Junkers engineer who was re-hired in March 1946 offers a story to the effect that, one week afterward, he was interviewed for two hours by a Russian major whose main interest seemed to be directed towards enlisting the engineer as an informer. The engineer rejected this suggestion, stating that he would not betray his own countrymen and that, if sabotage was evident at any time, the Germans would take care of the guilty person in their own fashion.

21. The engineer was interviewed twice a week over a three month period and forced to sign a paper each time promising not to divulge his talk with the major.

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